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Maintenance

**FUNCTIONAL CHECK FLIGHTS/HIGH SPEED
TAXI CHECKS/OPERATIONAL CHECK
FLIGHTS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 21-1, *Managing Aerospace Equipment Maintenance*. This publication supplements procedures for functional check flights (FCF), operational check flights (OCF), and high-speed taxi checks (HSTC), IAW AMCI 21-101 and technical order (TO) 1-1-300. It applies to all personnel in the 89th Airlift Wing with the need to perform an FCF, HSTC, or OCF with the exception of 1st Helicopter Squadron and Presidential Airlift Group.

SUMMARY OF REVISIONS

1. Procedures:

- 1.1. The following procedures will apply when an FCF, OCF or an HSTC is required.

NOTE: An HSTC is any taxi requiring higher than normal taxi speed.

2. Responsibilities:

- 2.1. The 89th Aircraft Generation Squadron (AGS) production superintendent will:
- 2.1.1. Notify the Maintenance Aircraft Control Center (MACC) and Quality Assurance Office (QA) when an FCF/HSTC/OCF is anticipated.
 - 2.1.2. The production superintendent and appropriate shop supervisor will review the corrective actions taken to ensure the problem has been corrected. Notify MACC when the aircraft is fully mission capable, preflight completed, and exceptional release signed.
 - 2.1.3. The AFTO Form 781 binder will include the maintenance discrepancies that generated the required FCF/HSTC/OCF and all previously annotated FCF/HSTC/OCF discrepancies. The AFTO Form 781H, **Aerospace Vehicle Flight Status and Maintenance Document**, from any

previous flight or taxi check will also accompany the AFTO Form 781 binder. The aircraft forms will remain in the production superintendent's office until the FCF/HSTC/OCF crew briefing.

2.1.4. Inspect the aircraft brakes for excessive heat after an aborted FCF takeoff prior to aircraft being released for subsequent FCF.

2.1.5. During normal duty hours, 0730-2230, notify the QA office after aircraft is fully mission capable, preflight completed, and exceptional release signed. Other than normal duty hours, determine whether notification will facilitate an early FCF, OCF, or HSTC.

2.2. Plans and Scheduling will:

2.2.1. Notify current operations when an FCF/HSTC/OCF requirement is confirmed. Except under exceptional circumstances, notification will be at least 24 hours prior to takeoff. If 24-hour notification is not possible, approval must be obtained from 89 LG/CC and 89 OG/CC.

2.2.2. Coordinate with current operations, QA, and the production superintendent's office to set up the aircrew show time. (NOTE: After normal duty hours, current operations can be reached through the Andrews Consolidated Command Post).

2.2.3. Ensure that 89 AGS maintenance supervision and the 89 LG/CC are informed of the requirement for additional FCFs, OCFs or HSTCs if the aircraft had not been released on the initial FCF/HSTC/OCF.

2.3. QA personnel will:

2.3.1. Confirm FCF/HSTC/OCF requirements upon request.

2.3.2. Report to duty section when notified by MACC. After normal duty hours, weekends, or holidays, MACC will be advised of QA personnel arrival at duty section.

2.3.3. After reviewing the maintenance forms, notify MACC that the aircraft is ready for FCF/HSTC/OCF and confirm scheduled aircrew show time.

2.3.4. Brief the FCF/HSTC/OCF crew on reason for the FCF/HSTC/OCF. Explain type maintenance performed pertinent to the FCF/HSTC/OCF, and other significant maintenance.

2.3.5. Attend debrief and review the aircraft forms, and FCF worksheets for completed actions and required signatures.

2.3.6. Review FCF/HSTC/OCF AFTO Forms 781A for adequate corrective actions after completion and delivery by 89 AGS. After review, the AFTO Forms 781A and FCF worksheet will be forwarded to documentation section (PS&D).

2.3.7. Notify MACC of the aircraft status after the FCF/HSTC/OCF. Aircraft will then be released to 89 AGS.

2.4. Current Operations will:

2.4.1. Notify 1st Airlift Squadron (1AS)/99th Airlift Squadron (99AS) when an FCF/HSTC/OCF requirement is anticipated/confirmed.

2.4.2. Coordinate with the MACC on the aircraft status after the FCF/HSTC/OCF. Aircraft will then be released to 89 AGS.

2.4.3. In conjunction with 89 Operations Group will develop crew selection criteria.

2.5. FCF/HSTC/OCF crews will:

- 2.5.1. Accomplish the FCF/HSTC/OCF/OCF in accordance with TO 1-1-300, applicable -6 TO or commercial equivalent, and the QA briefing.
- 2.5.2. FCFs at contractor maintenance facilities will be directed by the local Air Force Logistics Center representative.
- 2.5.3. Return aircraft to maintenance if flight controls break or other critical items fail to function properly before initiating another evaluation of the item.
- 2.5.4. Under no condition will a second FCF takeoff be attempted after an aborted FCF/HSTC/OCF takeoff. The aircraft brakes will be inspected for excessive heat by 89 AGS prior to the second take-off attempt.
- 2.5.5. The aircraft commander will update current operations after each FCF/HSTC/OCF.

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